

|          |  |   |   |   |   |
|----------|--|---|---|---|---|
| 8.d.2    | Approach and landing with gusting crosswind  |   |   | X | X |
| 8.e.     | Approach and landing with flight control system failures, reconfiguration modes, manual reversion and associated handling (most significant degradation which is probable) | X | X | X | X |
| 8.e.1.   | Approach and landing with trim malfunctions  | X | X | X | X |
| 8.e.1.a  | Longitudinal trim malfunction  | X | X | X | X |
| 8.e.1.b  | Lateral-directional trim malfunction   | X | X | X | X |
| 8.f.     | Approach and landing with standby (minimum) electrical/hydraulic power   | X | X | X | X |
| 8.g.     | Approach and landing from circling conditions (circling approach)  | X | X | X | X |
| 8.h.     | Approach and landing from visual traffic pattern   | X | X | X | X |
| 8.i.     | Approach and landing from non-precision approach   | X | X | X | X |
| 8.j.     | Approach and landing from precision approach   | X | X | X | X |
| 8.k.     | Other  |   |   |   |   |
| 9.       | <b>Missed Approach.</b>  |   |   |   |   |
| 9.a.     | All engines, manual and autopilot.   | X | X | X | X |
| 9.b.     | Engine(s) inoperative, manual and autopilot.   | X | X | X | X |
| 9.c.     | Rejected landing   |   |   | X | X |
| 9.d.     | With flight control system failures, reconfiguration modes, manual reversion and associated handling   | X | X | X | X |
| 9.e.     | Bounced landing recovery   |   |   | X | X |
| 10.      | <b>Surface Operations (landing, after-landing and post-flight).</b>  |   |   |   |   |
| 10.a     | <b>Landing roll and taxi</b>   |   |   |   |   |
| 10.a.1   | HUD/EFVS   |   |   | X | X |
| 10.a.2.  | Spoiler operation  | X | X | X | X |
| 10.a.3.  | Reverse thrust operation   | X | X | X | X |
| 10.a.4.  | Directional control and ground handling, both with and without reverse thrust  |   | X | X | X |
| 10.a.5.  | Reduction of rudder effectiveness with increased reverse thrust (rear pod-mounted engines)   |   | X | X | X |
| 10.a.6.  | Brake and anti-skid operation  |   |   |   |   |
| 10.a.6.a | Brake and anti-skid operation with dry, patchy wet, wet on rubber residue, and patchy icy conditions   |   |   | X | X |
| 10.a.6.b | Reserved   |   |   |   |   |
| 10.a.6.c | Brake operation  | X | X |   |   |
| 10.a.6.d | Auto-braking system operation  | X | X | X | X |
| 10.a.7   | Other  |   |   |   |   |
| 10.b     | <b>Engine shutdown and parking</b>   |   |   |   |   |
| 10.b.1   | Engine and systems operation   | X | X | X | X |
| 10.b.2   | Parking brake operation  | X | X | X | X |
| 10.b.3   | Other  |   |   |   |   |
| 11.      | <b>Any Flight Phase.</b>   |   |   |   |   |
| 11.a.    | <b>Airplane and engine systems operation (where fitted)</b>  |   |   |   |   |
| 11.a.1.  | Air conditioning and pressurization (ECS)  | X | X | X | X |
| 11.a.2.  | De-icing/anti-icing  | X | X | X | X |
| 11.a.3.  | Auxiliary power unit (APU).  | X | X | X | X |
| 11.a.4.  | Communications   | X | X | X | X |
| 11.a.5.  | Electrical   | X | X | X | X |